

SOCIAL & ECONOMIC IMPACT ASSESSMENT

1 Introduction

A social impact assessment (SIA) can be defined as:

The process of assessing or estimating, in advance, the social consequences that are likely to follow from specific policy actions or project development, particularly in the context of appropriate national, state or provincial environmental policy legislation. Social impacts include all social and cultural consequences to human populations of any public and private actions that alter the ways in which people live, work, play, relate to one another, organise to meet their needs, and generally cope as members of society (International Committee on Guidelines and Principles for Social Impact Assessment (1994))

To reflect the definition of a SIA as stipulated above, the following approach and methodology was followed, as set out below.

2 Approach and Methodology

For the purpose of the SIA, the following procedures were followed:

- Primary and secondary data collection. Primary data collection included a field trip to the area in February 2008, a community survey of the Roodepan and Homevale areas, also during February 2008 and discussions held with representatives from the Sol Plaatje municipality and the local chamber of commerce. Secondary data collection involved desktop research that referenced tourism maps and information, census data (1996 and 2001 compared) and the Integrated Development Plans (IDP) of both the Frances Baard District Municipality and the Sol Plaatje local municipality.
- Based on the information derived from the desktop study and the fieldtrip, baseline socio-demographic, socio-economic, and land use profiles of the area were compiled;
- In light of this information, potential social impacts (positive and negative) were determined using an assessment matrix that the proposed Northgate Development might pose to the social environment of the local community;
- The significance of these impacts was estimated and based on the significance, mitigation measures were determined; and
- Recommendations were made to be included in the Environmental Management Plan (EMP).

The following section describes the current baseline conditions in the study area. These profiles have been compiled using data collected in a survey of the Roodepan area in February 2008 as well as data sets from both Census 1996 and 2001. Neither 1996 nor 2001 census data should be regarded as static information regarding a community. The combination of these two sets of data should instead be viewed as indicative of broad trends within an area.

The data has been arranged as follows:

- Socio-demographic and socio-economic profiles of the Northern Cape Province, Frances Baard District Municipality, Sol Plaatje Local Municipality; and the affected wards of Roodepan and Homevale; and
- Land use profile.

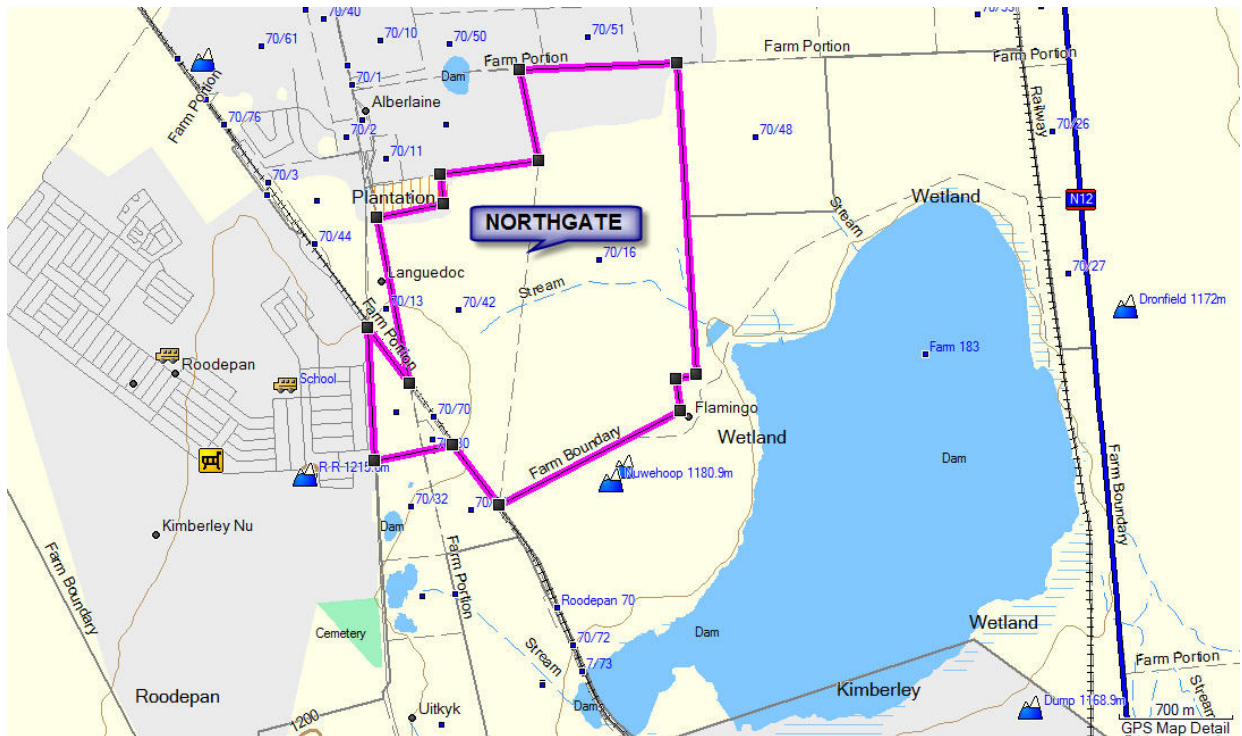
3 Description of the Development Area

The area is to the North of the Kimberley city centre and has the Barkely West Road on the West Side and the Transvaal road on the East side. The properties are to the North West of Kamfersdam. The land portions consist of:

- Portion 16 Middle Camp of the farm Roodepan 70 (241.3 Ha)
- Portion 42 of the farm Roodepan 70 (123.3 Ha)
- Remainder of Portion 30 of the farm Roodepan 70 (17.5 Ha)
- Portion 62 of Portion 30 of the Roodepan 70 (1.9 Ha)

This gives a total area of 384 Ha

Figure 3.1.1 Project location (indicated by the purple line)



The Sol Plaatje Local Municipality forms part of the greater district municipal area known as the Francis Baard District Municipality. The following sections give an overview of the social context within which the study area is located:

4 Socio-Demographic and Socio-Economic Profile

4.1 Northern Cape Province

The economy of the Northern Cape Province faces enormous challenges in several areas amongst which the following are most critical:

- There is urgent need to alleviate absolute poverty in the medium term and eradicate poverty in the long term. However, poverty in the Northern Cape has been rising since 1995.
- The reduction of extreme income and wealth inequalities between households; spatially between urban and rural as well as between the first and second economies.
- It is also critical for the economy to reduce unemployment in the province. As of 2004/2005 unemployment in the province is 37% (using the expanded definition).
- Unemployment has been rising in the province; 32.9% in 2000 and 37% in 2003. These levels of unemployment are higher among the youth. 66% of the youth in the province are unemployed.
- Other concomitant challenges are associated with raising household incomes to expand the domestic markets for durable and semi durable goods. 48% of households in the Northern Cape Province earn R800 or below R800 per month.
- There is a critical challenge to improve and develop skills required to grow and maintain sustainable economic growth.

Close to 80% of the employed labour force in Northern Cape is engaged in semi and unskilled occupations.

To address the above challenges there is need to create sustainable economic growth above 4 % annually as well as transform the economy to embrace all the productive economic resources in the province. The Northern Cape Province has over the past years grown at very low rates. The economic growth of the province was 1.3% in 2002 and 1.8% in 2003 - these are low rates of growth compared to the rest of the provinces in South Africa.

The Northern Cape provincial economy is largely dependant on the primary sector (mining & quarrying, agriculture), which is in decline. This requires that provincial economy be transformed from depending on the primary sector to one diversified at both secondary and tertiary levels to contribute to sustainable economic growth in the province.

4.2 Frances Baard District Municipality

Frances Baard District Municipality is the smallest district in the Northern Cape. Its area accounts for 3.4% of the total area of the province. However, the District Municipality accommodates the largest proportion of the population of the province, giving it the largest population density (26.2 persons per square km) in the province (Francis Baard District 2005/06 IDP)

The area of jurisdiction falling under the Frances Baard District Municipality includes the Frances Baard District Management Area and the four local municipalities of Dikgatlong, Magareng, Phokwane and Sol Plaatje. The city of Kimberley, which is the seat of the District Municipality and of the Northern Cape legislature, is located in Sol Plaatje Municipality, the largest of the four. The Vaal, Harts and Orange Rivers run through the District (Gaffney's Local Government in SA 2004-2006).

The District Municipality has a total population of 324 798 people or 40.2% of the provincial population. About 62% of the population of Frances Baard District Municipality lives in Sol Plaatje municipality, which is highly urbanised. Unlike other districts in the province the population is dominated by Africans (Tswana, Sotho, Xhosa, etc – 60.5%) rather than coloured, as it is the case in other districts (2005/06 IDP). There are 83 653 households in the district. (Statistics SA, Census 2001).

The integrated development plan of Frances Baard District Municipality lists the following as priority issues for 2007

1. Water provision
2. Sanitation/waste
3. Electricity supply
4. Cemeteries
5. LED (job creation)
6. Tourism development
7. Clinic services
8. Housing
9. HIV/AIDS
10. One-Stop services
11. Ambulance services
12. Telecommunication services
13. Education facilities
14. Illiteracy training /capacity building
15. Police services
16. Roads and public transport

4.3 Sol Plaatje Local Municipality

Sol Plaatje is the seat of the Northern Cape Provincial Administration and the seat for the offices of the Frances Baard District Municipality. Sol Plaatje Municipality is found in the City of Kimberley on the N12 Highway from Gauteng to the Western Cape Province. Sol Plaatje is the largest municipality in the Frances Baard District Municipality with 201,464 inhabitants (see figure 5). The economy of Sol Plaatje is based on the following sectors: Agriculture, Community Development, Construction, Financial, Manufacturing, Mining, Private Households, Communicative Services, Retail and Informal Sectors. The aforementioned sectors account for 45,992 jobs created amongst the economically active population.

Whilst being the Provincial Capital of the Northern Cape Sol Plaatje is one of South Africa's 'secondary cities' Not large enough to be a metropolitan municipality, nor with sufficient weight to be included within the 9-member cities network. Sol Plaatje, which includes Kimberley, nevertheless occupies a position of significance as the seat of government for the Northern Cape Province, as the largest urban area in the Northern Cape and as the historical site of the first major mineral discoveries in South Africa.

With a population of just over 200,000 people, Sol Plaatje has a sound basic infrastructure which has accommodated large mines and support industries, but which is currently in dire need of upgrading and maintenance. It has many pleasant neighbourhoods, a school system that performs above national norms and a relatively compact layout that locates former 'township' areas relatively close to the city centre. In addition the City has the highest service levels of South African cities, allowing it to address its backlogs realistically.

Sol Plaatje, unlike other municipalities in the district, approaches the identification of priorities differently. The municipality has clustered issues into programs. Within each program, strategies, objectives and projects are formulated. In the last four years the dominant municipal programs have been: development program, service delivery program, financial management program, institutional building program and governance program.

4.3.1 Socio-Economic & Socio-Demographic Profile

One third of the employed citizens in Sol Plaatje work for the public sector. This compares with a quarter in the provincial capitals of Mangaung, Msunduzi, Polokwane and Buffalo City and a fifth in Cape Town. Even in the national capital in Tshwane, only a quarter of citizens are public employees.

While the population of Sol Plaatje is on a declining trend, the number of households has shown a marked tendency to rise. This pattern is common across the nation. In Sol Plaatje, the number of households increased by 12% to 50,249 between 1996 and 2001 (an increase of 6171), although population decreased by 1%.

The number of economically active people barely grew between 1996 and 2001. However, the number of people with employment decreased, with the result that the rate of unemployment increased markedly, from 34% to 42%.

Roughly three quarters (73.4%) of the households in Sol Plaatje live in a house or brick structure on a separate stand. Three percent live in apartments or flats. Sixteen percent of households in Sol Plaatje occupy an informal dwelling or shack.

8264 households in Sol Plaatje (16.4%) report having no income whatsoever, while the majority of households (62.8%) earn between R4800 and R76 800 per annum as per the 2001 statistics.

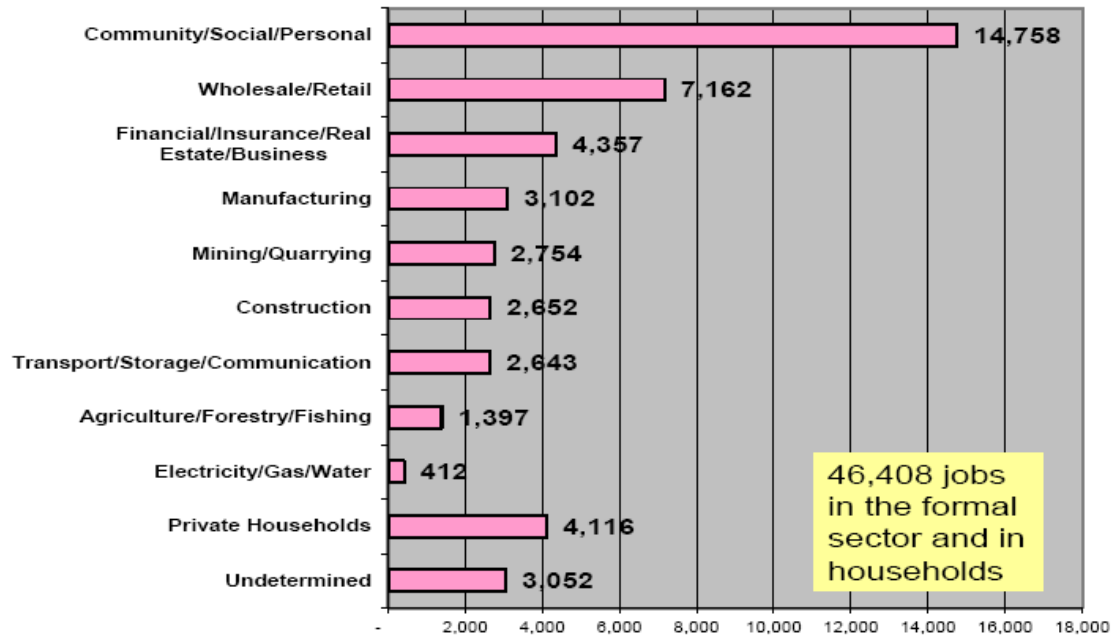
4.3.2 Economic Sectors

In the past, the local economy of Sol Plaatje was heavily dependent on the De Beers diamond mines. In addition, the military maintained large bases of men and equipment in and around the region. However, since the major mines have downscaled and closed over the last 15 years and the military establishments have shrunk since 1994, the local economy has changed without diversifying. The public sector is the single largest source of employment, as the City is home to the regional and head offices of three spheres of government.

Other major employment areas are retail distribution and services. Tourism is a useful contributor to the economy, but it is not large enough to be defined as a driver of the economy in its own right. Employment in the manufacturing sector has experienced slow decline between 2000 and 2003.

As a result, traditional productive sectors of the economy are in long-term decline and it does not seem that new productive sectors are emerging. Sol Plaatje faces a future as a town driven by government spending decisions. Apart from the reliance on public sector jobs, many households rely upon state grants. As a consequence, the City has no potential for self-sustaining growth without intervention.

Chart 4.3.2



Consistent with the statistical trends highlighted in chart 4.3.2 above, stakeholder interviews conducted in October 2004 verified that the manufacturing sector was in decline in the province and that jobs had been lost at a number of firms, along with the closure of entire manufacturing establishments. It was also argued that very few new operations had started, with the only exceptions being small scale enterprises, which had a very limited impact on the overall profile of the sector.

Since the manufacturing sector is slowly losing the limited critical mass that it had, it no longer provides a viable economic sector for SPM on which to focus over the longer term. With regard to the other economic sectors, the following picture emerges:

- Mining is in closure mode within the City;
- Construction depends on development projects and government decisions;
- Retail is a driver of the local economy as the trading centre for the region;
- Tourism is a supporter of economic growth, but not a driver;
- Business services deserves investigation, but will rely on improved human capital;
- Transport depends on major state infrastructural investment in road and rail upgrading.

4.3.3 Municipal Services

As far as municipal services are concerned, it would appear that a third of the households make use of paraffin for cooking (32.6%), and 62% use electricity. However, 82.3% of the population uses electricity for lighting. Fortunately, the refuse removal systems seem relatively effective, and 91% of the households have refuse removed by the local authority at least once a week. 83% of the population has flushing toilets connected to the sewerage system, with the balance having mostly septic tanks, pit latrines or bucket latrines. 343 households (4.3%) report having no toilet facilities as per the 2001 statistics.

88% of households are connected to piped potable water and approximately the same amount is connected to tar or gravel roads.

4.3.4 Infrastructure

It is clear from the traffic count information that Kimberley, is experiencing a growth in traffic volumes on its total network, as a result the roads are deteriorating, and contractors have been appointed to re-seal and re-surface where necessary. The road system is relatively well developed.

The area has a well equipped regional state hospital, Kimberley Hospital, as well as a large psychiatric hospital supported by health centres and clinics. In addition, there is well established Medi-Clinic in Kimberley. These facilities are inadequate as the norms prescribe that one clinic is required for every 10 000 people.

The areas which will be most affected by the development will be the greater Sol Plaatje Municipal area in broad terms, and specifically the Roodepan and Homevale suburbs. These areas will be dealt with specifically in the section below.

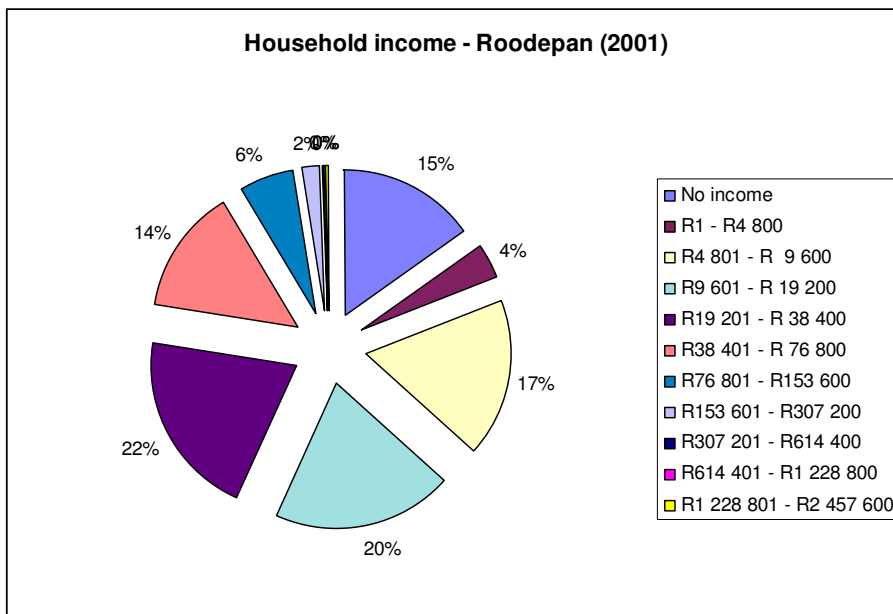
4.4 Directly Affected Communities

According to the 2001 Statistics SA data, Roodepan has a population of 18 964 living in 4022 households, at an average of 4.7 people per household. Of the population 29.4% are employed, 70% are not employed: 26.1% are unemployed and 44.4 % are not economically active, mainly due to being too young or too old. 46% of the Roodepan population was reported to be younger than 19 years of age. 51% were reported to be between the ages of 20 and 64 and 3% were 65 or older. The predominant population group is Coloured (94.35%) with Black African (5.9%) with the remainder 1.19% being Indian, Asian or White. Just over half (53.4%) of the total population is females.

The results above are consistent with the survey carried out by ourselves in Roodepan and Homevale in February 2008, which found that 68.66% of the respondents were not employed and 26.77% were employed.

According to the 2001 Statistics SA data, 15% of all the households in Roodepan have no income. Nearly three quarters of the household have a monthly income between R4 801 and R76 800. (See chart 4.4.1 below.)

Chart 4.4.1



Of the respondents surveyed, 4.5% claim to have a trade certificate, 8.5% to have construction skills and 21.5% would be interested in training in the construction industry. 23.7% of the respondents are interested in being recruited for the construction phase of the project, which equates to at least 4494 willing individuals who would be recruitment candidates.

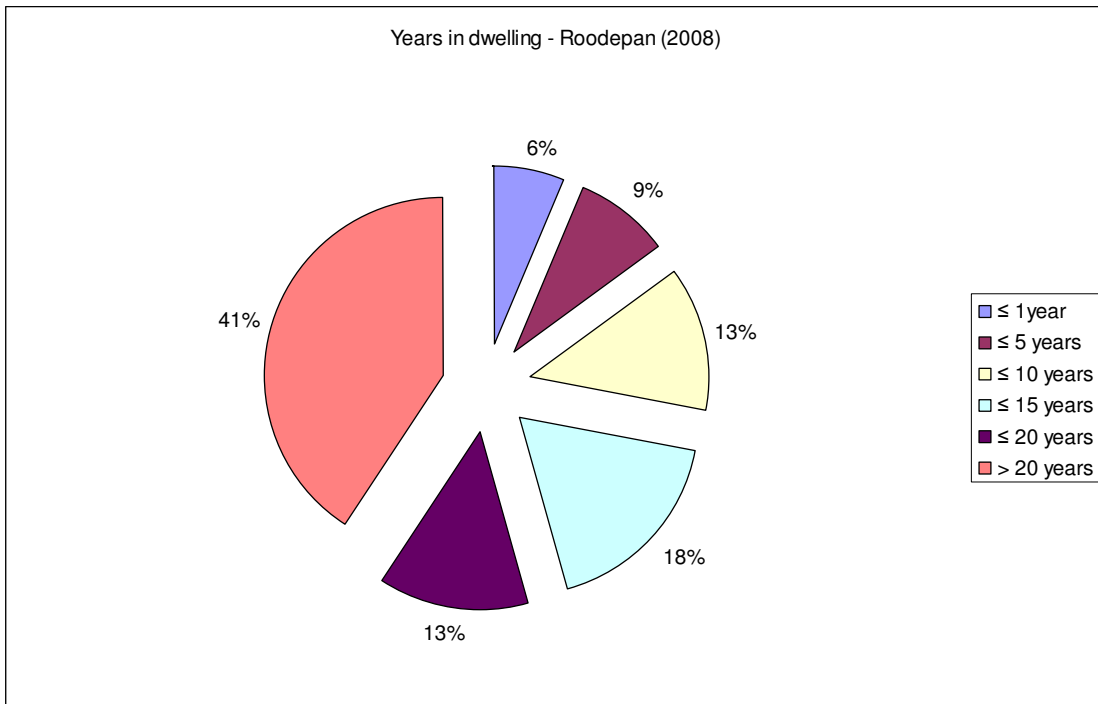
40.45% of the unemployed respondents questioned are actively seeking work, which equates to at least 2002 active work seekers in Roodepan

The communities are relatively well supplied with services and 98% of the households have flushing toilets connected to the sewerage system, 99% have their refuse removed by the local authority at least once a week. Most of the households use electricity for lighting (92.6%) and 87.5% use electricity for cooking.

As per the survey carried out in February 2008, 84.4% of the dwellings are occupied by one household only. 95.3% of the dwellings are houses or brick structures on separate stands, which is an increase of 10% since 2001.

A large number (41%) of the households have occupied the dwellings for more than 20 years (see chart 4.4.2 below)

Chart 4.4.2



The majority of the houses in Roodepan have 2 or 3 bedrooms and most have 1 bathroom. There are however 26% of the households which report having no bathroom. (See charts 4.4.3 and 4.4.4 below):

Chart 4.4.3

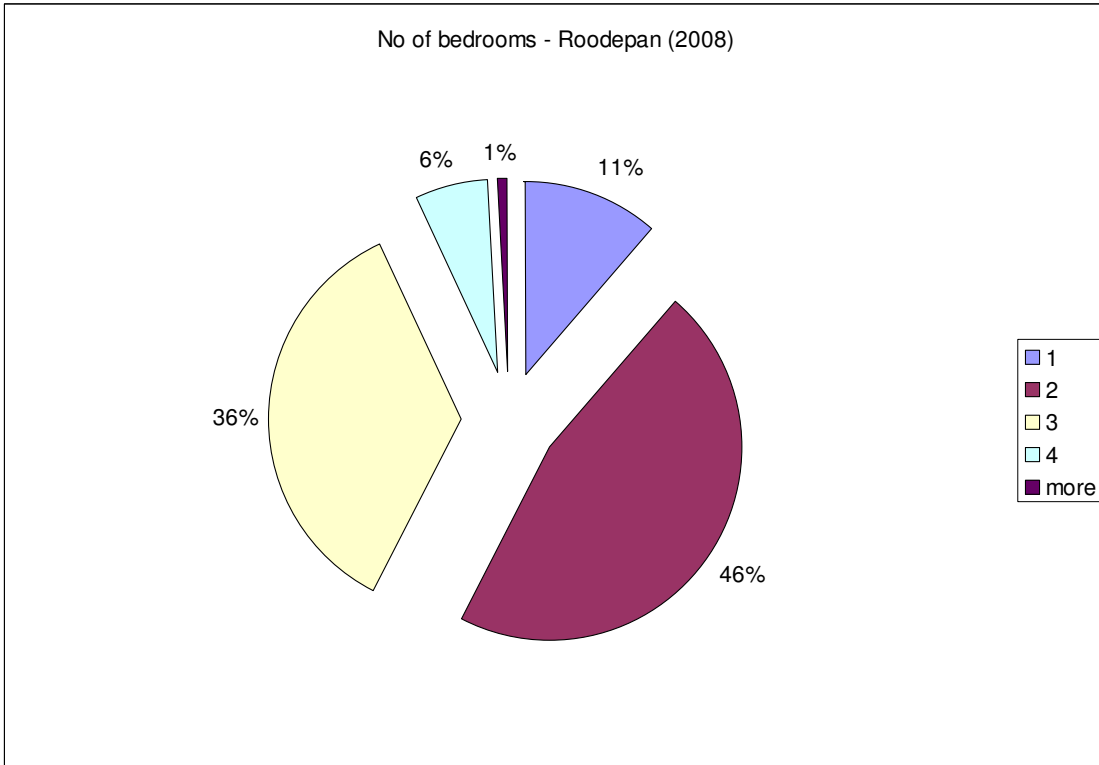
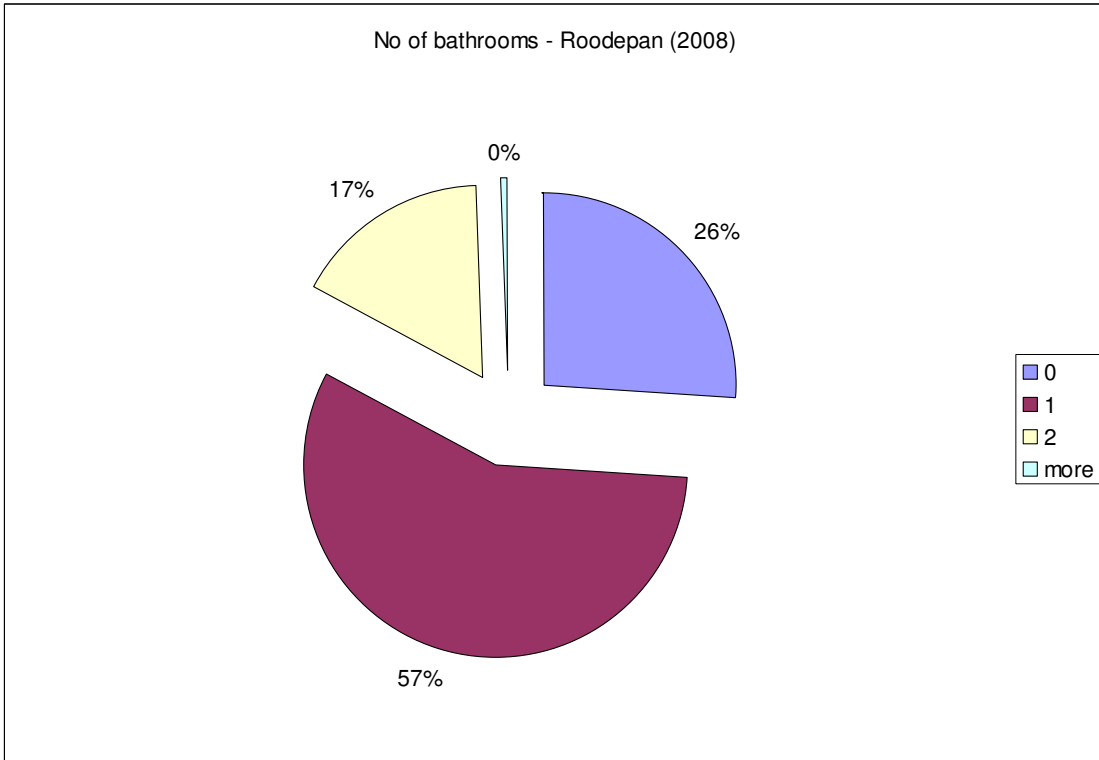


Chart 4.4.4



As for the tenure status of the households, 51.4% of the households own the dwelling and have fully paid for it. 29.8% own the dwelling and are still paying it off and 13.9% are renting.

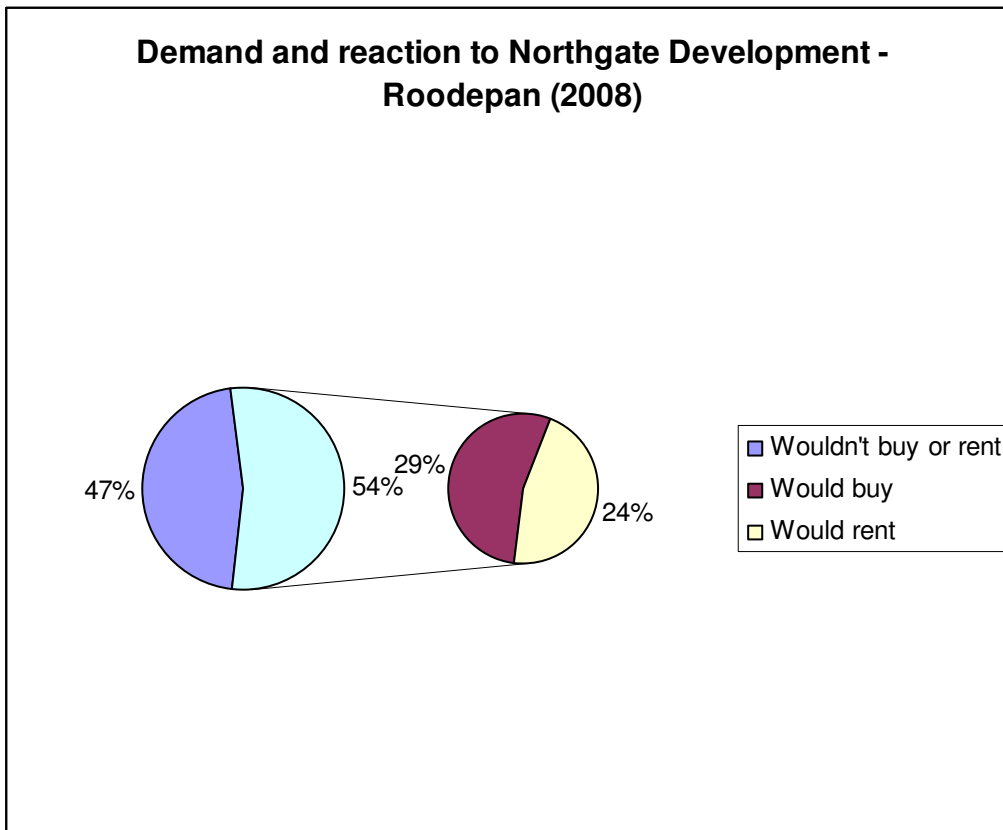
There is a police station in Roodepan and adjacent to the proposed development property, which serves the Roodepan and Lerato Park areas. This police station, as most others, is short staffed and under supplied with vehicles; however the number of staff remains a more urgent issue. The response time to the development would average approximately 7 – 8 min. In discussions with Superintendent Hickman, it was also stated that the police would like to have input when the final urban planning layouts were concluded as far as street numbering and the minimization of high crime areas were concerned.

The other emergency services (fire and ambulance) would not comment on staff, but would reveal that the response time to the Roodepan suburb was approximately 18 minutes. However, the staff at the Kimberley Medi-Clinic maintains that Netcare 911 would have a response to the Roodepan area of between 8 – 12 min.

5 Assessment of outcomes specific to the Northgate Development

Of the 1685 individuals surveyed by the February 2008 survey, 552 (32.8%) were aware of the Northgate development. The majority (50.7%) of these respondents had heard about the development by reading about it in the Diamond Fields Advertiser and many others (35.5%) had heard by word of mouth. Of the total number of respondents (including those who had not heard of the development) 913 or 54.2% were in favour of the Northgate development. Of these again 488 or 54% would consider buying a unit; 402 or 44% would consider renting a unit in the development. See chart 5.1.1 below

Chart 5.1.1



The respondents were also polled as to what they perceived to be their specific needs were as far as amenities were concerned, and the following were indicated as desirous:

- Filling station 51.2%
- Commercial Park 56.0%
- Shopping Centre 57.2%
- Taxi Rank 53.8%
- Bus Network 45.2%

Only 24.4% of the respondents polled felt that a shooting range was desirous in the area. The respondents were also asked whether they felt that the Northgate Development would have any adverse effect on the flamingos of Kamfersdam. Only 12.3% felt that there would be any negative effect, even if no mitigating steps were taken. After the mitigating measures had been taken, this percentage dropped to 5.7%

With the construction and implementation of the proposed Northgate Project, with its ancillary services and contribution to the infrastructure, there will undoubtedly be a positive economic effect in the area due to job creation and the need for additional resources; there are a number of social concerns and areas where the economic benefit may be increased if properly managed. These issues are dealt with below.

6 Issues and Related Potential Impacts

An issue can only be regarded as a potential impact if no suitable mitigation measures can be implemented to negate the identified impact. The issues and related potential impacts were divided into three main themes, as shown in Table 6.1.1. There is also some overlapping with impacts between the various themes as these impacts are interrelated. Potential positive impacts are in *italics*.

Table 6.1.1 Impact themes

Theme	Pre-Construction	Construction	Post-Construction (Operation)
Social	<ul style="list-style-type: none"> • Attitude formation against the project 	<ul style="list-style-type: none"> • Conflict • Increased social problems (e.g. crime, sexually transmitted infections) due to an influx of people • Increase in traffic • Noise pollution • Dust pollution 	<ul style="list-style-type: none"> • <i>Employment opportunities</i> • <i>Visual impact of development</i>
Land Use	<ul style="list-style-type: none"> • <i>Infrastructural development (e.g. access roads)</i> • <i>The impact of the location of the proposed development on current and future development plans in the area</i> 	<ul style="list-style-type: none"> • Increased demand on municipal services • Damage to roads • Loss of agricultural land • The location and management of construction areas (camps) • <i>Development of local road network</i> 	<ul style="list-style-type: none"> • <i>Housing development</i> • <i>Maintenance of infrastructure</i>
Economic	<ul style="list-style-type: none"> • <i>Job opportunities and the related recruitment process</i> 	<ul style="list-style-type: none"> • <i>Direct employment opportunities</i> • <i>Indirect employment opportunities</i> • <i>Local economic investment</i> 	<ul style="list-style-type: none"> • <i>Contributions to local government</i> • <i>Indirect job opportunities</i> • <i>Sustainable local economic development</i>

The respective impact themes and their related issues are discussed in more detail in the various impact tables in Section 7 below.

7 Assessment of Impacts

The identified issues as listed in Table 6.1.1 were assessed (grouped) according to the various phases of the project. This was done to determine the potential social impacts of these issues as per category (pre-construction, construction and post- construction {operation}).

7.1 Pre-Construction Phase

7.1.1 Attitude Formation against the Proposed Project

Attitudes are formed by means of people’s perception. In this case attitude formation refers to the perception that people in the local community might form on the proposed project, which in turn would influence their attitude towards the project. A negative attitude could lead to social mobilisation against the project.

Table 7.1.1 Rating matrix for attitude formation against the proposed project

Criteria	Rating
Extent	2
Duration	3
Intensity	2
Probability of occurrence	2
Total	9-
This is rated as a Medium Negative Impact before the implementation of mitigation and management measures.	
Mitigation and Management measures	
<ul style="list-style-type: none"> • Transparent information should be supplied to the community from the outset of the project. • The local community should play an active participatory role in the planning process to strengthen their current support of the proposed project. This could be achieved by means of establishing a community forum that meet quarterly or once a month to discuss issues and progress surrounding the project. • The undertakings in the EMP should also be implemented effectively and with due diligence 	
Criteria	Rating
Extent	3
Duration	2
Intensity	1
Probability of occurrence	1
Total	7-
This is rated as a Low Negative Impact after the implementation of mitigation and management measures.	

7.1.2 Infrastructure Development

This issue relates to infrastructure development prior to construction of the proposed development, which would enable construction activities to take place (e.g. tarring of access roads to be able to carry construction traffic).

Table 7.1.2 Rating matrix for infrastructure development

Criteria	Rating
Extent	1
Duration	4
Intensity	2
Probability of occurrence	4
Total	11+
This is rated as a High Positive Impact before the implementation of mitigation and management measures.	
Mitigation and Management measures	
<ul style="list-style-type: none"> • Northern Cape Property Investment Holdings (NCPIH) or its appointed contractor(s) should enter into negotiations with the Sol Plaatje Local Municipality to ensure sustainable development. Such negotiations should include, but are not limited to: <ul style="list-style-type: none"> ○ The upgrade of the municipal services network to ensure that it would be able to accommodate additional connections to the network for water, sanitation and refuse removal; ○ The upgrading of roads. NCPIH and/or its appointed contractor(s) meet with the SPM beforehand to discuss the financial implications and accountability of road maintenance to avoid a total deterioration of the roads • Potential speeding in the vicinity of the schools and residential areas should be controlled, either by means of policing during peak hours of school traffic (normally between 07:00 and 08:00 in the morning and 14:30 to 14:30 in the afternoon) or through the use of speed bumps at regular intervals in close proximity to the school. • Traffic signs should warn motorists of the presence of pedestrians and school children along the road. • Traffic signs should warn motorists of the presence of construction vehicles and plant. 	
Criteria	Rating
Extent	1
Duration	4
Intensity	2
Probability of occurrence	4
Total	11+
This is rated as a High Positive Impact after the implementation of mitigation and management measures.	

7.1.3 Development Plans

This impact assesses the potential impact that the proposed installation would have on the current and future development plans of the Sol Plaatje Municipality

Table 7.1.3 Rating matrix for development plans

Criteria	Rating
Extent	2
Duration	4
Intensity	2
Probability of occurrence	2
Total	10/
This is rated as a Medium Neutral Impact before the implementation of mitigation and management measures.	
Mitigation and Management measures	
<ul style="list-style-type: none"> • Consultation with the SPM and local community representatives (community leaders) to discuss how the development can benefit or is aligned to the local development plans. 	
Criteria	Rating
Extent	2
Duration	4
Intensity	2
Probability of occurrence	2
Total	10+
This is rated as a Medium Positive Impact after the implementation of mitigation and management measures.	

7.1.4 Job Opportunities and the Related Recruitment Process

This impact relates to the job opportunities that will be created during the construction phase of the proposed development and the way in which workers will be sourced. It is estimated that approximately 600 construction workers will be used at the site during construction. It is estimated that approximately 58% of these workers will be unskilled and semi-skilled and the intention is to source these workers from the local community.

Table 7.1.4 Rating matrix for job opportunities and the related recruitment process

Criteria	Rating
Extent	2
Duration	1
Intensity	2
Probability of occurrence	4
Total	9+
This is rated as a Medium Positive Impact before the implementation of mitigation and management measures.	
Mitigation and Management measures	
<ul style="list-style-type: none"> • The positive status of this impact should be enhanced through the use of a transparent recruitment process. • NCPIH or its appointed contractor(s) should set up a construction recruitment office where potential candidates can register. Only registered workers should be allowed to work on the site, possibly on a rotary basis (i.e. a person is employed to perform a certain task and once that task is completed a different person is employed for the next task). Such a rotary scheme would benefit the whole of the community and not only certain members of the community. • Identify local structures such as trade unions and/or local NGO's who might be able to assist with the recruitment of unskilled and semi-skilled labour. This would enhance the transparency of the process. 	
Criteria	Rating
Extent	2
Duration	1
Intensity	3
Probability of occurrence	4
Total	10+
This is rated as a High Positive Impact after the implementation of mitigation and management measures.	

7.2 Construction Phase

7.2.1 Conflict

Conflict can take place amongst construction workers (typically over the structuring of salary packages) and on the other hand between construction workers and the local community (typically over job opportunities).

Table 7.2.1 Rating matrix for conflict during the construction phase

Criteria	Rating
Extent	2
Duration	1
Intensity	3
Probability of occurrence	2
Total	8-
This is rated as a Low Negative Impact before the implementation of mitigation and management measures.	
Mitigation and Management measures	
<ul style="list-style-type: none"> • Weekly forum meetings between contractors and construction workers to address any issues and/or concerns pro-actively. • Consider the use of a uniformed salary structure whilst construction workers are on site. • Ensure that a transparent recruitment process takes place prior to construction. • Consider making use of the local Department of Labour, to enhance the recruitment process. • The positive status of this impact should be enhanced through the use of a transparent recruitment process. 	
Criteria	Rating
Extent	1
Duration	1
Intensity	3
Probability of occurrence	2
Total	7-
This is rated as a Low Negative Impact after the implementation of mitigation and management measures.	

7.2.2 Increased Social Problems

An influx of people to the area could lead to an increase in social problems like crime and the spread of sexually transmitted infections (STI), including HIV/AIDS.

Table 7.2.2 Rating matrix for increased social problems during the construction phase

Criteria	Rating
Extent	2
Duration	2
Intensity	3
Probability of occurrence	3
Total	10-
This is rated as a High Negative Impact before the implementation of mitigation and management measures.	
Mitigation and Management measures	
<ul style="list-style-type: none"> • An aggressive STI and HIV/AIDS awareness campaign should be launched, which is not only directed at construction workers but also at the community as a whole. • Condoms should be distributed by placing them at centrally located points and by ensuring that construction workers and community members are aware of the availability and location of condoms. The distribution of condoms should be approached with the necessary cultural sensitivity. • Access at the construction site should be controlled to prevent sex workers from either visiting and/or loiter at the construction village. • Construction workers should be clearly identifiable. Overalls should have the logo of the construction company on it and/or construction workers should wear identification cards. 	
Criteria	Rating
Extent	2
Duration	2
Intensity	1
Probability of occurrence	2
Total	7-
This is rated as a Medium Negative Impact after the implementation of mitigation and management measures.	

7.2.3 Increase in Traffic

An increase in traffic could lead to a disruption of local movement patterns.

Table 7.2.3 Rating matrix for increase in traffic during the construction phase

Criteria	Rating
Extent	2
Duration	1
Intensity	2
Probability of occurrence	2
Total	7-
This is rated as a Medium Negative Impact before the implementation of mitigation and management measures.	
Mitigation and Management measures	
<ul style="list-style-type: none"> • Construction traffic should only make use of an approved route. • The number of trucks that pass through the community should be kept to a minimum and should be restricted to certain times of the day, i.e. avoid peak hours when community members are on their way to or from school and work. • Traffic signs should warn construction vehicles of the presence of pedestrians and school children along the road. • Traffic signs should warn motorists and pedestrian s of the presence of construction vehicles. • General road rules should be enforced. 	
Criteria	Rating
Extent	2
Duration	1
Intensity	1
Probability of occurrence	1
Total	5-
This is rated as a Low Negative Impact after the implementation of mitigation and management measures.	

7.2.4 Noise Pollution

Construction vehicles and activities on site could lead to an increase in noise pollution.

Table 7.2.4 Rating matrix for noise pollution during the construction phase

Criteria	Rating
Extent	2
Duration	1
Intensity	2
Probability of occurrence	3
Total	8-
This is rated as a Medium Negative Impact before the implementation of mitigation and management measures.	
Mitigation and Management measures	
<ul style="list-style-type: none"> As far as practicable, construction activities should be restricted to daytime hours between 07:00 and 19:00. Adjacent property owners should be consulted and notified of any activities that could lead to excessive noise levels Adjacent property owners should also be consulted if any night time construction activities were to take place. 	
Criteria	Rating
Extent	2
Duration	1
Intensity	1
Probability of occurrence	2
Total	6-
This is rated as a Low Negative Impact after the implementation of mitigation and management measures.	

7.2.5 Dust Pollution

Construction activities and vehicle movement could lead to dust pollution.

Table 7.2.5 Rating matrix for dust pollution during construction phase

Criteria	Rating
Extent	2
Duration	1
Intensity	8
Probability of occurrence	3
Total	8-
This is rated as a Medium Negative Impact before the implementation of mitigation and management.	
Mitigation and Management measures	
<ul style="list-style-type: none"> Dust pollution could be restricted by the tarring of the access roads. If access roads are not tarred, it should be watered down regularly to compact the soil and minimise dust pollution to an extent. 	
Criteria	Rating
Extent	2
Duration	1
Intensity	2
Probability of occurrence	2
Total	7-
This is rated as a Low Negative Impact after the implementation of mitigation and management measures.	

7.2.6 Increased Demand on Municipal Services during construction

An influx of people to the area would mean an increased demand on the municipal services in the area.

Table 7.2.6 Rating matrix for increased demand on municipal services during construction

Criteria	Rating
Extent	1
Duration	2
Intensity	2
Probability of occurrence	4
Total	9-
This is rated as a Medium Negative Impact before the implementation of mitigation and management measures.	
Mitigation and Management measures	
<ul style="list-style-type: none"> • NCPIH or its appointed contractor(s) should engage in the upgrade of the municipal services network and should ensure that these services are available on site, by means of the following: <ul style="list-style-type: none"> ○ Sufficient portable chemical toilets on site and at the construction village; ○ Refuse on site should be discarded in sealed bins and/or covered skips. Refuse should be removed from the site on regular intervals (at least once a week) and disposed of at an approved waste disposal site; and ○ Contractors are liable for the costs involved with connecting to the electricity network and the water services network. • Contractors should consult with the SPM prior to construction to assess the availability of municipal services such as water and electricity to ensure that these services would be available and if not, to determine what steps could be implemented to lessen the burden on the SPM during the time of construction. 	
Criteria	Rating
Extent	1
Duration	2
Intensity	2
Probability of occurrence	3
Total	8-
This is rated as a Medium Negative Impact after the implementation of mitigation and management measures.	

7.2.7 Damage to Roads during construction

Heavy vehicles used during construction could damage the local road network, which in turn could disturb the movement patterns of the local community.

Table 7.2.7 Rating matrix for damage to roads during the construction phase

Criteria	Rating
Extent	2
Duration	1
Intensity	2
Probability of occurrence	2
Total	7-
This is rated as a Low Negative Impact before the implementation of mitigation and management measures.	
Mitigation and Management measures	
<ul style="list-style-type: none"> • Road rehabilitation should take place prior to and once construction is completed. • Construction traffic should only make use of an approved route. • General road rules should be enforced. 	
Criteria	Rating
Extent	2
Duration	1
Intensity	1
Probability of occurrence	2
Total	6-
This is rated as a Low Negative Impact after the implementation of mitigation and management measures.	

7.2.8 Loss of Agricultural Land

The permanent loss of agricultural land during construction

Table 7.2.8 Rating matrix for loss of agricultural land during the construction phase

Criteria	Rating
Extent	1
Duration	1
Intensity	1
Probability of occurrence	3
Total	6-
This is rated as a Low Negative Impact before the implementation of mitigation and management measures.	
Mitigation and Management measures	
<ul style="list-style-type: none"> • Ensure that all livestock are removed from the construction area • Prevent livestock movement through the site by erecting a fence around the site. 	
Criteria	Rating
Extent	1
Duration	1
Intensity	1
Probability of occurrence	1
Total	4-
This is rated as a Very Low Negative Impact after the implementation of mitigation and management measures.	

7.2.9 Construction Areas (camps)

The construction areas in themselves will not have a negative effect on the environment, if these villages are managed properly in terms of access, water, sanitation and refuse removal.

Table 7.2.9 Rating matrix for construction areas (camps)

Criteria	Rating
Extent	1
Duration	4
Intensity	2
Probability of occurrence	3
Total	10-
This is rated as a Medium Negative Impact before the implementation of mitigation and management measures.	
Mitigation and Management measures	
<ul style="list-style-type: none"> • Proper management plans for construction camps should be developed and implemented, which should include but is not limited to: <ul style="list-style-type: none"> ○ Controlled access; ○ Sufficient portable chemical toilets on site and at the construction areas; ○ Refuse on site should be discarded in sealed bins and/or covered skips. Refuse should be removed from the site on regular intervals (at least once a week) and disposed of at an approved waste disposal site; ○ Construction area rules should aim to control noise levels, conduct, etc. • It should be ensured that there are no overnight residents in the construction camp, with the possible exception of security staff 	
Criteria	Rating
Extent	1
Duration	3
Intensity	1
Probability of occurrence	1
Total	6-
This is rated as a Low Negative Impact after the implementation of mitigation and management measures.	

7.2.10 Development of Local Road Network

The roads will be upgraded from the intersection on the Barkely West Road to the entrance to the development

Table 5.2.10 Rating matrix for the development of local road networks

Criteria	Rating
Extent	2
Duration	4
Intensity	2
Probability of occurrence	4
Total	12+
This is rated as a High Positive Impact before the implementation of mitigation and management measures.	
Mitigation and Management measures	
<ul style="list-style-type: none"> • Potential speeding in the vicinity of the school should be controlled. • Traffic signs should warn motorists of the presence of pedestrians and school children along the road. 	
Criteria	Rating
Extent	2
Duration	4
Intensity	2
Probability of occurrence	4
Total	12+
This is rated as a High Positive Impact after the implementation of mitigation and management measures.	

7.2.11 Direct Employment Opportunities

It is proposed that the construction of the proposed scheme will lead to the creation of approximately 600 jobs of which at least 550 is earmarked for local community members. Local community members should be given the first opportunity to work on the project, as far as possible in terms of available skills and skills requirements.

Table 7.2.11 Rating matrix for direct employment opportunities during the construction phase

Criteria	Rating
Extent	2
Duration	1
Intensity	2
Probability of occurrence	4
Total	9+
This is rated as a Medium Positive Impact before the implementation of mitigation and management measures.	
Mitigation and Management measures	
<ul style="list-style-type: none"> • The positive impact can be enhanced through a transparent recruitment process. • Employ a rotary job allocation scheme to enable all unskilled labour to have an equal opportunity of employment. 	
Criteria	Rating
Extent	3
Duration	2
Intensity	4
Probability of occurrence	4
Total	13+
This is rated as a Very High Positive Impact after the implementation of mitigation and management measures.	

7.2.12 Indirect Employment Opportunities

The presence of construction workers and activities could lead to downstream job opportunities. A downstream job opportunity is defined as a job opportunity that is not a direct result of or involvement with the construction activities.

Local community members should be afforded the opportunity to benefit indirectly from the project, e.g. food vendors outside the construction village, or through the use of local caterers to prepare meals for the construction workers. The impact will be positive as long as the process is managed effectively.

Table 7.2.12 Rating matrix for indirect employment opportunities during the construction phase

Criteria	Rating
Extent	2
Duration	3
Intensity	3
Probability of occurrence	3
Total	11+
This is rated as a High Positive Impact before the implementation of mitigation and management measures.	
Mitigation and Management measures	
<ul style="list-style-type: none"> • Food vendors should register with the project to prevent unwanted loitering outside the construction areas and/or site. • Indirect job opportunities should also be offered to the local community, e.g. by employing local domestic workers. 	
Criteria	Rating
Extent	2
Duration	1
Intensity	2
Probability of occurrence	3
Total	8+
This is rated as a Medium Positive Impact after the implementation of mitigation and management measures.	

7.2.13 Local Economic Investment during construction phase

Construction workers will most probably make use of local facilities, e.g. shops, etc. to obtain food and consumables. This will lead to local economic investment for the duration of the project and could also result in more job opportunities, e.g. where a shop has to hire more assistants to deal with the increased demand. The presence of construction workers also leads to a temporary boost in the local economy.

Table 7.2.13 Rating matrix for local economic investment opportunities during the construction phase

Criteria	Rating
Extent	2
Duration	2
Intensity	2
Probability of occurrence	4
Total	10+
This is rated as a Medium Positive Impact before the implementation of mitigation and management measures.	
Mitigation and Management measures	
<ul style="list-style-type: none"> • Construction workers should be encouraged to make use of local facilities. 	
Criteria	Rating
Extent	2
Duration	2
Intensity	3
Probability of occurrence	4
Total	11+
This is rated as a High Positive Impact after the implementation of mitigation and management measures.	

7.3 Post-Construction (Operational) Phase

7.3.1 Employment Opportunities

A number of direct employment opportunities (at least 400) will be created by the development in its post-construction phase. It is anticipated that the majority of employment opportunities at the operation will be for unskilled and semi-skilled persons. A significant proportion will be employed in retail positions at the shopping mall. Where possible these positions should be allocated to local community members, if the necessary skills are available in the community.

Table 7.3.1 Rating matrix for employment opportunities during the operational phase

Criteria	Rating
Extent	2
Duration	3
Intensity	2
Probability of occurrence	2
Total	9+
This is rated as a Medium Positive Impact before the implementation of mitigation and management measures.	
Mitigation and Management measures	
<ul style="list-style-type: none"> • Enhance the positive impact by employing local community members if the skills are available in the community. • Ensure that transparent recruiting procedures are followed. • Consider on-the-job training for local community members who show the necessary capabilities and potential to become skilled in the operation. 	
Criteria	Rating
Extent	2
Duration	3
Intensity	2
Probability of occurrence	2
Total	9+
This is rated as a Medium Positive Impact after the implementation of mitigation and management measures.	

7.3.2 Visual Impact of Development

The Development and its associated infrastructure will bring about a change in the local view and can be considered as a visual impact. Visual impacts are mostly subjective and based on a person’s perception. It is considered most significant when the activities are not of a similar nature as the rest of the area and could be readily viewed from the adjacent area. The impact can be regarded as neutral to positive.

Table 7.3.2 Rating matrix for the visual impact of the development

Criteria	Rating
Extent	2
Duration	3
Intensity	1
Probability of occurrence	3
Total	7/
This is rated as a Low Neutral Impact before the implementation of mitigation and management measures.	
Mitigation and Management measures	
<ul style="list-style-type: none"> • Landscape the site, especially around the mall and mixed use residential areas to ensure aesthetic quality. • Promote the development and the flamingo environmental and conservation centre as a tourist attraction to further enhance the positive visual impact. • Shield utility buildings and service areas from view through the use of plants, trees, etc. as much as possible 	
Criteria	Rating
Extent	1
Duration	3
Intensity	1
Probability of occurrence	3
Total	6/
This is rated as a Low Neutral Impact after the implementation of mitigation and management measures.	

7.3.3 Housing Development

The creation of housing should be viewed as a sustainable development. The housing development will also create temporary job opportunities for local contractors and unskilled labour during the construction phase.

Table 7.3.3 Rating matrix for housing development

Criteria	Rating
Extent	3
Duration	3
Intensity	3
Probability of occurrence	4
Total	13+
This is rated as a High Positive Impact before the implementation of mitigation and management measures.	
Mitigation and Management measures	
<ul style="list-style-type: none"> • Housing developments should be coordinated with the SPM. • Make use of local labour for the construction of these houses. 	
Criteria	Rating
Extent	3
Duration	3
Intensity	4
Probability of occurrence	4
Total	14+
This is rated as a Very High Positive Impact after the implementation of mitigation and management measures.	

7.3.4 Maintenance of Infrastructure

The regular maintenance of infrastructure around the site and in the greater SPM area should ensure a better service delivery to all the residents and would enhance the movement and well being patterns of the local community.

Table 7.3.4 Rating matrix for the maintenance of infrastructure

Criteria	Rating
Extent	2
Duration	3
Intensity	2
Probability of occurrence	4
Total	11+
This is rated as a High Positive Impact before the implementation of mitigation and management measures.	
Mitigation and Management measures	
<ul style="list-style-type: none"> • The regular maintenance of the infrastructure should form part of the EMP. • Local labour should be used where possible in the maintenance of infrastructure. 	
Criteria	Rating
Extent	2
Duration	3
Intensity	3
Probability of occurrence	4
Total	12+
This is rated as a High Positive Impact after the implementation of mitigation and management measures.	

7.3.5 Contribution to local government

Additional households in the proposed Northgate development would make a substantial contribution (approximately R86M per annum, at current rates) once completed. This would be used to maintain infrastructure and for economic growth in the greater SPM area.

Table 7.3.5 Rating matrix for contribution to local government

Criteria	Rating
Extent	3
Duration	4
Intensity	3
Probability of occurrence	3
Total	13+
This is rated as a High Positive Impact before the implementation of mitigation and management measures.	
Mitigation and Management measures	
<ul style="list-style-type: none"> • Enhance the positive impact by interacting with SPM to ensure that the transition from development property to additional municipal property is properly managed by: <ul style="list-style-type: none"> ○ Ensuring that all designs comply with SPM standards ○ Consult with SPM on the specific needs of the local government ○ Possibly provide property for a satellite office on site for SPM 	
Criteria	Rating
Extent	3
Duration	4
Intensity	3
Probability of occurrence	4
Total	16+
This is rated as a Very High Positive Impact after the implementation of mitigation and management measures.	

7.3.6 Indirect Job Opportunities

Additional households in the Roodepan area would need the services of and create indirect job opportunities in the service and other industries.

Table 7.3.6 Rating matrix for indirect job opportunities

Criteria	Rating
Extent	2
Duration	3
Intensity	2
Probability of occurrence	3
Total	10+
This is rated as a Medium Positive Impact before the implementation of mitigation and management measures.	
Mitigation and Management measures	
<ul style="list-style-type: none"> Enhance the positive impact by encouraging employees and local businesses to make use of and employ local community members. 	
Criteria	Rating
Extent	2
Duration	3
Intensity	3
Probability of occurrence	3
Total	11+
This is rated as a High Positive Impact after the implementation of mitigation and management measures.	

7.3.7 Sustainable Local Economic Development

The presence of employees in the area would lead to the development of additional houses, the creation of job opportunities and investment into the local economy, e.g. through the use of local facilities such as shops, etc.

Table 7.3.7 Rating matrix for sustainable local economic development

Criteria	Rating
Extent	2
Duration	3
Intensity	2
Probability of occurrence	4
Total	11+
This is rated as a High Positive Impact before the implementation of mitigation and management measures.	
Mitigation and Management measures	
<ul style="list-style-type: none"> Enhance the positive impact by encouraging residents to make use of and employ local community members in their households and businesses Job opportunities from the construction of the scheme 	
Criteria	Rating
Extent	2
Duration	3
Intensity	3
Probability of occurrence	4
Total	12+
This is rated as a High Positive Impact after the implementation of mitigation and management measures.	

8 Conclusions

The tables below summarises the findings of the social impact assessment. The impacts are grouped per project phase in Table 15.31. The positive impacts are given in italics.

Table 8.1.1 Impacts per phase

Theme	Impact	Significance (pre-mitigation)	Significance (post-mitigation)
Pre – Construction			
Social	Attitude formation against project	Med -	Low -
Land Use	<i>Infrastructure Development</i>	High +	High +
	<i>Development Plans</i>	Med /	Med +
Economic	<i>Job opportunities & recruitment</i>	Med +	High +
Construction			
Social	Conflict	Low -	Low -
	Increased social problems	High -	Med -
	Increased traffic	Med -	Low -
	Noise pollution	Med -	Low -
	Dust pollution	Med -	
Land use	Increased demand on municipal services	Med -	Med -
	Damage to roads	Low -	Low -
	Loss of agricultural land	Low -	Very Low -
	Construction camps	Med -	Low -
	<i>Development of local road network</i>	High +	High +
Economic	<i>Direct employment opportunities</i>	Med +	Very High +
	<i>Indirect employment opportunities</i>	Med +	High +
	<i>Local economic investment</i>	Med +	High +

Operation			
Social	<i>Employment opportunities</i>	Med +	Med +
	Visual impact of installation	Low /	Low /
Land use	<i>Housing development</i>	High +	Very High +
	<i>Maintenance of infrastructure</i>	High +	High +
Economic	<i>Contribution to local government</i>	High +	Very High +
	<i>Indirect job opportunities</i>	Med +	High +
	<i>Sustainable local economic development</i>	High +	High +

The pre-construction phase has a number of positive impacts that should be enhanced as this would lay the foundation for the rest of the project. If NCPIH is perceived as a caring partner by the local community it would create community support of the project and would enhance the further phases of the project.

Potential negative impacts are mostly found during the construction phases of the project. This is mainly due to the nature of the activities that take place during these phases. Most of the negative impacts can be mitigated successfully.

The post construction or operational phase is also characterised mainly by a number of positive impacts, which could be further enhanced if managed effectively. These impacts mostly relate to sustainable development in the surrounding communities by means of employment opportunities (directly and indirectly) as well as infrastructure development.

Both the social and land use themes have a number of positive and negative impacts. However, all of the negative impacts can be mitigated successful, and the positive impacts maximised, if effectively managed.

Economic impacts as a result of the project are all positive in nature, which is mainly due to the economic investment and development that will take place in the community as a result of the project.

It can therefore be concluded that the social environment poses no fatal flaws to the proposed Northgate development if the identified mitigation measures in this document and as recommended for inclusion in the EMP are implemented and adhered to.

9 Recommendations

From a socio-economic perspective, it is recommended that the following mitigation measures (grouped by impacts) be considered.

9.1 Construction Area

- Proper management plans for construction camps should be developed and implemented, which should include but is not limited to:
 - Controlled access;
 - Sufficient portable chemical toilets on site and at the construction areas;
 - Refuse on site should be discarded in sealed bins and/or covered skips. Refuse should be removed from the site on regular intervals (at least once a week) and disposed of at an approved waste disposal site;
 - Construction area rules should aim to control noise levels, conduct, etc.
 - It should be ensured that there are no overnight residents in the construction camp, with the possible exception of security staff

9.2 Employment opportunities

- The positive status of this impact should be enhanced through the use of a transparent recruitment process.
- NCPIH or its appointed contractor(s) should set up a construction recruitment office where potential candidates can register. Only registered workers should be allowed to work on the site, possibly on a rotary basis (i.e. a person is employed to perform a certain task and once that task is completed a different person is employed for the next task). Such a rotary scheme would benefit the whole of the community and not only certain members of the community.
- Identify local structures such as trade unions and/or local NGO's who might be able to assist with the recruitment of unskilled and semi-skilled labour. This would enhance the transparency of the process.
- Employ a rotary job allocation scheme to enable all unskilled labour to have an equal opportunity of employment. Food vendors should register with the project to prevent unwanted loitering outside the construction areas and/or site.
- Indirect job opportunities should also be offered to the local community, e.g. by employing local domestic workers.
- Construction workers should be encouraged to make use of local facilities.
- Enhance the positive impact by employing local community members if the skills are available in the community.
- Consider on-the-job training for local community members who show the necessary capabilities and potential to become skilled in the operation.

9.3 Noise and dust pollution

- As far as practicable, construction activities should be restricted to daytime hours between 07:00 and 19:00.
- Adjacent property owners should be consulted and notified of any activities that could lead to excessive noise levels
- Adjacent property owners should also be consulted if any night time construction activities were to take place.
- Dust pollution could be restricted by the tarring of the access roads.
- If access roads are not tarred, it should be watered down regularly to compact the soil and minimise dust pollution to an extent.

9.4 Social issues

- An aggressive STI and HIV/AIDS awareness campaign should be launched, which is not only directed at construction workers but also at the community as a whole.
- Condoms should be distributed by placing them at centrally located points and by ensuring that construction workers and community members are aware of the availability and location of condoms. The distribution of condoms should be approached with the necessary cultural sensitivity.
- Access at the construction site should be controlled to prevent sex workers from either visiting and/or loiter at the construction village.
- Construction workers should be clearly identifiable. Overalls should have the logo of the construction company on it and/or construction workers should wear identification cards.
- Transparent information should be supplied to the community from the outset of the project.
- The local community should play an active participatory role in the planning process to strengthen their current support of the proposed project. This could be achieved by means of establishing a community forum that meet quarterly or once a month to discuss issues and progress surrounding the project.
- The undertakings in the EMP should also be implemented effectively and with due diligence
- Ensure that all livestock are removed from the construction area
- Prevent livestock movement through the site by erecting a fence around the site.
- Landscape the site, especially around the mall and mixed use residential areas to ensure aesthetic quality.
- Promote the development and the flamingo environmental and conservation centre as a tourist attraction to further enhance the positive visual impact.
- Shield utility buildings and service areas from view through the use of plants, trees, etc. as much as possible

9.5 Roads and traffic

- Construction traffic should only make use of an approved route.
- The number of trucks that pass through the community should be kept to a minimum and should be restricted to certain times of the day, i.e. avoid peak hours when community members are on their way to or from school and work.
- Traffic signs should warn construction vehicles of the presence of pedestrians and school children along the road.
- Traffic signs should warn motorists and pedestrian s of the presence of construction vehicles.
- General road rules should be enforced.
- Road rehabilitation should take place prior to and once construction is completed.
- Potential speeding in the vicinity of the school should be controlled.

9.6 Development

- Northern Cape Property Investment Holdings (NCPIH) or its appointed contractor(s) should enter into negotiations with the Sol Plaatje Local Municipality to ensure sustainable development.
- Consultation with the SPM and local community representatives (community leaders) to discuss how the development can benefit or is aligned to the local development plans.
- NCPIH or its appointed contractor(s) should engage in the upgrade of the municipal services network and should ensure that these services are available on site, by means of the following:
 - Sufficient portable chemical toilets on site and at the construction village;
 - Refuse on site should be discarded in sealed bins and/or covered skips. Refuse should be removed from the site on regular intervals (at least once a week) and disposed of at an approved waste disposal site; and
 - Contractors are liable for the costs involved with connecting to the electricity network and the water services network.
- Contractors should consult with the SPM prior to construction to assess the availability of municipal services such as water and electricity to ensure that these services would be available and if not, to determine what steps could be implemented to lessen the burden on the SPM during the time of construction.
- Enhance the positive impact by interacting with SPM to ensure that the transition from development property to additional municipal property is properly managed by:
 - Ensuring that all designs comply with SPM standards
 - Consult with SPM on the specific needs of the local government
 - Possibly provide property for a satellite office on site for SPM